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**IDKA 2990-66**  
**Copy 5 of 6**

3 MAY 1966

**MEMORANDUM FOR:** Chief, Programs Staff

**SUBJECT:** IDEALIST Operational Summary  
and Status (April 1966)

**REFERENCE:** Memorandum from D/SA to D/FA/OSA  
and D/TECH; dated 26 May 1966;  
Subject: OSA Monthly Report to  
DD/S&T and Program B Quarterly  
Review Report to D/NRO

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Attached is the IDEALIST Operational Summary and  
Status report for the month of April 1966.

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/ Colonel **URAF**  
Deputy for Field Activities, OSA

Attachment - 1  
As stated above

**IDKA/OSA**  
**Distribution:**  
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**IBERLIST**

**OPERATIONAL SUMMARY AND STATUS**

**I. General Summary**

A. There were two Agency U-2 overflights during the month of April:

1. Mission C056C was flown on 7 April 1966 in the area of southwest China. Pilot encountered navigational problems due to clouds and heavy haze compounded by enemy fighter intercepts. Several scheduled targets were not covered but other non-scheduled targets were covered enabling the mission to be termed successful.

2. Mission C076C was flown on 19 April 1966 against targets in Manchuria and North China. Due to route deviations and cloud cover, several scheduled targets were not covered and mission can only be considered fair.

B. The flame-out test program is now in progress. No actual flame-out landings have been accomplished due to the landing area at Edwards being too wet for landings, however, the aerial portion of the tests have been completed.

C. A special flight test on Project 212 was performed with Article 348 on 29 April 1966 for four hours. The device cleared the aircraft satisfactorily. The pilot noted some pitch motion in the initial drop and was unable to see the chute deploy. The device inserted at about an 85 degree angle. The top antenna mounting failed and optics were damaged. However, the main body of the unit remained intact and landed within 800 feet of the target.

**II. Product Improvement**

A. Considerable efforts were directed in April at performing a series of routine ground and airborne tests in isolating

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reported high fuel consumption (Article 383) and engine  
RST/RPM fluctuation (Article 384), in addition to erratic  
problems with fuel controls and fuel-fed systems.

B. On 1 April, Article 349 with the J-75 - 13B engine  
installed, was flown for three hours to evaluate a Hiram  
Thermal Package. The temperature data collected during the  
flight indicated that the Hiram package was being cooled  
adequately and could be employed operationally. Article 349  
was returned to Lockheed, Van Nuys to undergo maintenance and  
modifications prior to its return to the operational fleet  
in late May.

C. Article 390 with large engine intake ducts installed  
was flown on a maximum altitude cruise climb performance test  
flight on 4 April. Although this is a FOG Article, the  
results of the tests have application to the IDEALIST program.  
The test results agreed with previously established data and  
enabled the firming-up of representative performance data.

D. The prime airframe contractor (Lockheed) was authorized  
to provide an interchangeability capability in all Articles for  
either System 9B or 9C.

E. Lockheed conducted a series of bench checks on the  
UMY-20 Recorder and the M-75 Recorder. The UMY-20 model was  
considered superior to the M-75 for the following reasons:

1. It permits two-track recording versus the M-75  
monaural track limitations.
2. Utilizes plug-in tape cartridges.
3. Less prone to shock or vibration.
4. Simplified ground handling and servicing.

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